

Federal Communications Commission

§ 80.812

EFFECTIVE DATE NOTE: At 68 FR 46973, Aug. 7, 2003, § 80.808 was removed, effective October 6, 2003.

§ 80.809 Routing of power supply wiring.

The conductors connecting the main power supply to the main installation, the reserve supply to reserve installation and the radar power supply to the ship radar station, must be routed to ensure adequate protection from overload, mechanical injury and be kept clear of electrical grounds.

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§ 80.810 Use of reserve installation.

The reserve transmitter, and the reserve power supply for the reserve transmitter, are primarily for safety and test communication. This equipment may be used for other communication for a period not to exceed 1 hour per day in the aggregate. The reserve receiver, and the reserve power supply for the reserve receiver if a battery, may be used at any time to maintain a safety watch if such use will not reduce the capabilities of the reserve power supply to energize the associated component or components of the reserve installation for at least 6 consecutive hours.

EFFECTIVE DATE NOTE: At 68 FR 46973, Aug. 7, 2003, § 80.810 was removed, effective October 6, 2003.

§ 80.811 Tests of reserve installation and automatic-alarm-signal keying device.

(a) The condition of the reserve installation and of the automatic alarm signal keying device must be determined (with the exception noted in paragraph (b) of this section) prior to the vessel's departure from each port and on each day the vessel is outside of a harbor or port. If the vessel is in two or more ports within one day, the required tests need be made only once. If the vessel is in port for less than one day, the required test for that day may be made before arrival or after departure. The following tests must be made and the results entered in the radiotelegraph station log:

(1) Check the reserve power supply as follows:

(i) Test battery charging circuits for correct polarity and charging rate:

(ii) In the case of lead-acid batteries, determine the specific gravity of the electrolyte.

(iii) In the case of other types of batteries, take voltage readings under normal battery load.

(iv) When an engine-driven generator is used, check the quantity of fuel in the fuel tank;

(2) Test the emergency lighting circuits and emergency electric lights by actual operation;

(3) Test the reserve receiver, while energized by the reserve power supply, by actual operation and comparison of received signals with similar signals received by the main receiver;

(4) On days when not used for communication, the reserve transmitter energized by the reserve power supply must be tested by actual operation when connected to the main antenna, an artificial antenna or a reserve antenna.

(5) If installed, the reserve antenna must be used at least once each voyage, noting antenna currents;

(6) Test the automatic-alarm-signal keying device for correct timing adjustment of the keying mechanism. *Do not transmit when making this test.*

(b) In the case of vessels loading or discharging flammable, unstable or dangerous cargo, or while berthed at oil terminals or in other comparable areas, predeparture transmitter tests need not be made. In such cases, the provisions of paragraph (a)(4) of this section, in connection with predeparture tests, do not apply if a suitable explanation is entered in the radio station log.

EFFECTIVE DATE NOTE: At 68 FR 46973, Aug. 7, 2003, § 80.811 was removed, effective October 6, 2003.

§ 80.812 Automatic-alarm-signal keying device.

The required radiotelegraph station includes one or more devices, certified by the Commission in accordance with subpart F of this part capable of automatically operating the normal keying circuits of a required radiotelegraph transmitter to transmit the